l: Krasheninnikov N-5 (1736-40) 1764 Kamchadal

hears their continual howling night and day. In the winter they are fed with opana and fiſh-bones, which are laid up for them in ſummer. The opana is thus prepared :---As much water as they think their dogs want they pour into a large trough, and then throw in ſome ladlefuls of ſour or rather rotten fiſh, which is prepared in pits for this purpoſe, adding to this ſome fiſh-bones, and heating the whole with glowing ſtones until the fiſh and bones be boiled. This opana is reckoned the beſt and moſt agreeable food for the dogs, and they feed them with it only at night, which makes them ſleep well; but never give them any in the day when they deſign to travel, becauſe it would make them heavy and lazy: though they be never ſo hungry they will not touch bread; but rather than that, eat their own bridles, reins, or harneſs, if they can get at them. However fond they may be of their maſter, yet, if he happens to fall out of his ſledge, and loſe his hold of it, they run away without regarding him; and he muſt walk on foot until the ſledge be overturned, or catched and ſtopped by ſomething or other; and therefore he ought to be careful never to loſe his hold, but rather ſubmit to be dragged upon his belly until the dogs tire. Beſides, upon any ſteep deſcent, eſpecially the banks of rivers, one half of them muſt be unyoked, otherwiſe they are not to be managed; for thoſe that appear quite tired ſhew an uncommon vigour in ſuch places, and the more dangerous the deſcent is the more ſtrength they exert. They are in like manner unruly if they find the ſcent of the deer, or hear the howling of other dogs in the villages near at hand. But for all this, the dogs are, and always will be, abſolutely neceſſary in *Kamtſchatka*, even although there ſhould be plenty of horſes; for they could ſeldom be uſed in winter on account of the great depth of ſnow, and the frequency of hills and rivers; and in ſummer, the bogs are ſo frequent, that ſome places are impaſſable even for men. Beſides dogs have this advantage over horſes; that

1: Krasheninnikov N-5 (1736-40) 1764 Kamchadal

in the greateſt ſtorm, when a man cannot ſee the path, nor even keep his eyes open, they very ſeldom miſs their way; and if they ſhould, they go from one ſide to the other, 'till by the ſmell they find it again: and when it is abſolutely impoſſible to travel at all, which often happens, then the dogs lying round their maſter defend him from all danger. They alſo give certain ſigns of an approaching ſtorm; for, when they ſtop, if they ſcrape the ſnow with their feet, it is adviſeable, without loſs of time, to look out for ſome village, or other place of ſafety. And, it is ſaid, the dogs here ſerve inſtead of ſheep, becauſe their ſkins are uſed for cloaths; particularly thoſe of the white dogs, with which all their different ſorts of garments are trimed.

The number of dogs they put to a ſledge, how they break them, and what weight they carry, ſhall be mentioned hereafter, when we come to deſcribe the manner of travelling with dogs.

Thoſe which are bred up to hunt the deer and wild rams, ſables, foxes, and the like, are ſometimes fed with jackdaws, which, it is obſerved, make their ſcent the ſtronger for finding out birds and wild beaſts.

Beſides dogs, they have here cows and horſes, but no other domeſtic animals. There is no fit place to feed ſheep on, either upon the Eaſtern Ocean, or the ſea of *Pengine*; for the wet weather and the ſtrong juicy graſs would ſoon rot and deſtroy them. Near the upper *Oſtrog*, and upon the river *Koſireff*, ſheep thrive; the weather being fairer, and graſs leſs watry; but then there muſt be a good proviſion of hay made for them againſt the winter, the ſnow being too deep for them to find their food in the fields; for which reaſon, from the mouth of the river *Ilga* to *Jakutſki*, very few ſheep are kept.

CHAP.

1: Krasheninnikov N-5 (1736-40) 1764 Kamchadal

CHAP. IX.

231 *The Method of* TRAVELLING *with* DOGS, *and the* FURNITURE *neceſſary thereto.*

THE Dogs of *Kamtſchatka* differ very little from the common houſe dogs: they are of a middling ſize, of various colours, though there ſeem to be more white,
492 black, and grey, than of any other. In travelling they make uſe of thoſe that are gelded, and generally yoke four to a ſledge.

The alaki is made of broad double ſoft ſtraps, which are put over the dogs' ſhoulders, the near dog having it over his left, and the off dog over his right. At the end of theſe alaki's is a ſmall thong, with a hook at the end of it, which is faſtened to a ring in the fore part of the ſledge.

The pobeſhnick is a long ſtrap, and ſerves inſtead of a coach pole. It paſſes through a ring, which is in the middle of the fore part of the ſledge; and to it is faſtened a chain that keeps the dogs together, that they ſhould not run aſunder.

The bridle is a long ſtrap, with a hook and chain, which is fixed to the fore dogs, and is much longer than the pobeſhnick, being faſtened to a ring in the fore part of the ſledge.

The oſheiniki, or collars, are broad ſtraps made of bear-ſkin, and are frequently put upon dogs merely for ornament.

They drive and direct their dogs with a crooked ſtick about four feet long, which they call the oſtal, and ſometimes adorn it with different coloured thongs: this is looked upon as a great
493 piece of finery. They drive their ſledges ſitting upon the right ſide

ſide with their feet hanging down; and it would be looked upon as a diſgrace for any one to ſit in the ſledge, or to make uſe of any perſon to drive them, no body doing this but the women.

A ſet of four good dogs will coſt in *Kamtſchatka* 15 rubles, and with their harneſs complete come to near 20.

From the make of their ſledges may be ſeen how difficult it is to travel upon them; for a man is obliged to keep the exacteſt balance, otherwiſe he is liable, from the height and narrowneſs of them, to be overturned. In a rugged road this would be very dangerous, as the dogs never ſtop 'till they come to ſome houſe, or are entangled by ſomething upon the road; for they have this fault, that in going down ſteep hills they run with all their force, and are ſcarcely to be kept in: for which reaſon, in deſcending any great declivity they unyoke all the dogs except one, and lead them ſoftly down the hill. They likewiſe walk up hills; for it is as much as the dogs can do to drag up the ſledge empty. The narta will carry, beſides the proviſions for the dogs and the driver, about five poods. With this load, upon a tolerable road, they can travel about 30 verſts a day; and without any load, in the ſpring when the ſnow is hardened, and upon fliders made of bone, they can travel 150 verſts. After a deep ſnow there is no travelling with dogs 'till a road be made, which is effected by a man going before upon ſnow-ſhoes, whom they call *brodovſhika*.

The ſnow-ſhoes are made of two thin boards, ſeparated in the middle, and bound together at the ends; the fore part is bent a little upwards. They are bound together with thongs, and a place made to ſlip in the foot, which they likewiſe tie with thongs. The brodovſhika having one of theſe ſhoes upon each foot leaves the dogs and ſledge, and going on, clears the road for ſome way; then returning leads forwards the dogs and ſledge ſo far as the road is made; a method which he muſt continue 'till

5: Jochelson A-5 (1910-11) 1928 Kamchadal

226 hunting the wild Kamchatka variety of reindeer. Fish, different species of salmon, ascend the Kamchatka rivers in such abundance that they amply satisfy the needs 251 in food. The Kamchadal have no time during the short fishing season to dry or smoke all the fish for the winter and the greater part of it is put in holes covered with stones and earth, and during the winter it is consumed in a decayed state by dogs as well as by men.

225 To a certain degree the Kamchadal of the western coast hunt sea mammals, but, not having skin boats, they do not go out to the sea, but kill those seals, 501 white whales (*Delphinopterus leucas*) and sea lions (seldom) which enter the mouths of rivers in order to catch the ascending fish. Thong nets are put up for that purpose. They also kill seals, spearing and shooting them at their rookeries.

231 Horned cattle and horses were imported into Kamchatka chiefly from the Okhotsk district, i. e., of the Yakut race. In spite of the fact that they are badly ●492 cared for, they became acclimatised in Kamchatka and are a strong race of domestic animals. The Kamchatka horses are small, short necked, wide breasted 177 and with short legs. During the winter they become covered with long thick hair, particularly their legs. Horses are used only in summer—as riding and pack animals. During the winter they are set free and have to graze from under the snow; rarely are they given hay and they therefore turn wild and have to be captured in the summer and trained again for riding.

234 Cow's milk plays at present an important rôle in the food of the Kamchadal and Russian inhabitants of the country. They use sweet as well as sour milk and 272 pot cheese. Butter is rarely made, although the milk is rich in fat. But the Kamchatka cows give a small quantity of milk, about two or three quarts a day, as a result of scanty feeding in winter and of being kept in cold stalls. The Kamchadal make little hay, as the season for fishing and hay making coincide. One cow may be reckoned for every three inhabitants. The number of cattle may be estimated, according to the writer's census, at about 2,000.

177 Prior to the advent of the Russian the only domestic animal of the Kamchadal was the driving dog. The Kamchadal dog was regarded as the best and biggest 231 driving dog of Siberia; at present, as a result of unfavorable conditions of life, it has become small in size. The dogs work hard during the long winter, but during 492 the entire summer they are tied up, otherwise calves and colts and sometimes cows and horses are in danger of being torn by them. They are kept far from the village and poorly fed. Owing to the economic, climatic and topographic conditions of the country, the Kamchadal can not dispense with the driving dog, and every family has from eight to fifteen dogs. The number of dogs in 1911 in Kamchatka, according to my census, was more than 5,000. The old Kamchadal sledge for riding astride is no longer in use, the Russians having introduced the type of sledge used all over eastern Siberia. The dogs are harnessed to the sledge, being tied in pairs to a long thong.

There are no domesticated small animals, as goats or sheep and birds, in Kamchatka, as they would be exterminated by the ever hungry dogs, which very often find means to free themselves.

7:Lesseps T-3 (1787-88)1790 Kamchada

226 by closing up the river with stakes and branches of trees, so as to leave only a narrow passage for the fish, or sometimes several, where they place baskets, so constructed that, if the fish once enter, it is impossible for them to retreat.

231 492 Horses are very scarce in Kamtschatka. I saw some at Bolcheretsk belonging to government, and intrusted to the care of the Cossacs. They merely serve during summer for the carriage of merchandize and other effects of the crown, and for the convenience of travellers.

Dogs however abound in this country, and are so serviceable to the Kamtschadales as to render the privation of the other domestic animals less felt by them. They serve all the purposes of carriage, and are fed without difficulty or expence, their food consisting entirely of the offals, or such decayed

7:Lesseps T-3 (1787-88)1790 Kamchadal

231 492 fiſh as are rejected by their maſters; and even theſe are not allowed, unleſs when it is neceſſary. In ſummer, which is their ſeaſon of reſt, little care is taken of them; the dogs well know how to provide for themſelves, by ranging over the country and along the ſides of lakes and rivers; and the punctuality with which they return, is one of the moſt ſtriking proofs of the fidelity of theſe animals. When winter arrives, they dearly pay for the liberty and temporary repoſe they have enjoyed. Their labour and ſlavery begin anew, and theſe dogs muſt have extreme vigour to be able to ſupport them. Ma nwhile they are not remarkably large, and reſemble pretty exactly our mountain dogs, or ſuch as are commonly uſed by ſhepherds. There is not an individual inhabitant, Ruſſian or native, that has leſs than five. They make uſe of them when they travel, when they go to the foreſts to cut wood, and for the conveyance

7:Lesseps T-3 (1787-88)1790 Kamchadal

231 492 veyance of their effects and proviſions, as well as their perſons. In ſhort, theſe dogs conduct travellers from place to place, and horſes could not in reality be more ſerviceable. They are harneſſed to a ſledge two and two together*, with a ſingle one before as a leader. This honour is beſtowed on the moſt intelligent, or the beſt trained dog, and he underſtands wonderfully the terms uſed by the conductor to direct his courſe. The cry of *tagtag*, *tagtag*, turns him to the right, and *kougba*, *kougba*, to the left; the intelligent animal underſtands it

* They are caſtrated like horſes, but the mode of performing the operation is different. The Kamtſchadales do not extirpate the teſticles, but bruiſe them, and the inſtrument they make uſe of is their teeth. Some of them do not ſurvive, and others are crippled and unfit for ſervice. In the mean time it is imagined that equal advantage could not be derived from theſe animals, if they were permitted to remain in their natural ſtate; it would not be practicable to harneſs them with females. All the males, however, are not mutilated; a ſufficient number is reſerved for the preſervation of the ſpecies, and theſe are frequently uſed for hunting.

7: Lesseps T-3 (1787-88)1790 Kamchadal

231/492/493 immediately, and gives to the reſt the example of obedience: *ab, ab*, ſtops them, and *ba* makes them ſet off. The number of dogs that it is neceſſary to harneſs, depends upon the load; when it is little more than the weight of the perſon who mounts the ſledge, it is conſidered as a common ſledge, or *ſaunka**, and the team conſiſts of four or five dogs. The harneſs† is made of leather. It paſſes under the neck, that is, upon the breaſt of theſe ſteeds, and is joined to the ſledge by a ſtrap three feet long, in the manner of a trace: the dogs are alſo faſtened together by couples paſſed through their collars; theſe collars are frequently covered with bear's ſkin, by way of ornament.

493 The form of the ſledge is like that of an

* The ſledges for baggage are called *narta*, and are drawn by ten dogs.

† Called *alaki*.

oblong

7:Lesseps T-3 (1787-88)1790 Kamchadal

493 for that purpoſe, and are adapted to receive a part of the baggage. The front of the ſledge is farther adorned with floating reins or ſhreds of leather, which are of no uſe.

492 The charioteer has nothing in his hand but a curved ſtick, which ſerves him both for rudder and whip. Iron rings are ſuſpended at one end of the ſtick, as much for ornament, as to encourage the dogs by the noiſe which theſe kind of bells make, and which are frequently jingled for that purpoſe; the other end is ſometimes pointed with iron, to make an eaſier impreſſion on the ice, and ſerves at the ſame time to guide the ardour of theſe animals. Dogs, that are well trained, have no need to hear the voice of the conductor; if he ſtrike the ice with his ſtick, they will go to the left; if he ſtrike the legs of the ſledge, they will go to the right; and when he wiſhes them to ſtop, he has only to place the ſtick between the ſnow and the front of the ſledge. When they

7:Lesseps T-3 (1787-88)1790 Kamchadal

000 dents, for in every attempt I paid the tribute of inexperience. Seven times did I fall in taking my firſt leſſon, but without receiving any injury; and I only returned with more eagerneſs to take a ſecond, then a third, then a fourth; in ſhort, a day ſcarcely paſſed, without my making ſome progreſs. The number of my falls diminiſhed, in proportion as I acquired more knowledge and ſkill, and my ſucceſs rendered me ſuch an amateur of this exerciſe, that in a ſhort time I acquired a degree of reputation; it coſt me, however, conſiderable pains to habituate myſelf to the obſervance of the ne-
492 ceſſary equilibrium. The body is, as it were, in continual motion. Here we muſt lean to the right, becauſe the ſledge inclines to the left; there we muſt ſuddenly change to the left, becauſe it leans to the right: the next minute, perhaps our poſture muſt be erect; and if we fail in quickneſs or attention, it is ſeldom that an immediate overthrow

7:Lesseps T-3 (1787-88)1790 Kamchadal

492 throw is not the conſequence. In falling, it is ſtill neceſſary not to quit the vehicle, but to hold it as firm as poſſible, in order to create a ſufficient weight to impede the dogs, who, as I have already ſaid, will otherwiſe advance full ſpeed. The common mode of ſitting in a ſledge is ſide ways, as a lady rides on horſeback; we may alſo ſit aſtride; but the point of main difficulty, the *ne plus ultra* of addreſs and of grace, is to be able to ſtand upon one leg: it is excellent to ſee an adept in this ſtriking attitude.

For myſelf, I was no ſooner able to drive, than I abandoned every other mode of conveyance. Always accompanied, becauſe of the roads, I ſometimes took a ride, and
132 ſometimes went a hunting. The tracks of hares and partridges were perceptible on the ſnow*, and to ſuch a degree, that it appeared

* The ſnow began to fall 5 November, and ſo heavily, that the country was covered almoſt immediately. But the froſt

22: Guillemard T-2 (1882) 1886 Kamchadal

175 In the opinion of those who had been in Petropaulovsky at the time, the disaster was chiefly due to the division of the forces on landing,—one body getting ahead of, and being fired into by the other. The thickness of the bush prevented a recognition of this error, and the attacking party imagined themselves taken in rear. The Cossacks took advantage of the mistake, and before long the Allies were in a state of confusion which the nature of the ground rendered hopeless. More met their death by being driven over the precipice, it was said, than actually fell before the rifles of the Cossacks.

The victors were left in peace for the time being, but, in the spring of the following year, the Allied Squadron once more made its appearance. The *President*, *Pique*, *Dido*, *Brisk*, *Encounter*, and *Barracouta*, together with the French frigate *Alceste*, assembled off Kamschatka, and entered Avatcha Bay on the 31st May, 1855. They found the town completely deserted by the Russians. Three foreign residents alone remained, and from them they learned that the settlement had been evacuated by order of the Emperor upon the breaking up of the ice. Even the natives had fled. On the 7th June the batteries and magazines, which had been strengthened and increased in number since the engagement in the preceding year, were blown up, and two days later all the Government buildings were burnt to the ground. The latter proceeding was, in all probability, the wanton act of some English blue-jackets, and was done without the knowledge of our authorities. It was an unfortunate occurrence, the explanation of which could hardly be expected to be believed by the Russians, and the affair still rankles in the breast of the inhabitants of the little settlement.

A few days later the Squadron left, and the inhabitants returned to their homes. Poor little Petropaulovsky has to rest content on her honours of 1854, for the town has never been refortified, and is now no longer a military post.

231 492 One cannot be long in Kamschatka without making the acquaintance of that very necessary animal, the sledge-dog. When

22: Guillemard T-2 (1882) 1886 Kamchadal

231 492 the fact is taken into consideration, that for every inhabitant of the peninsula there are at least five or six of these animals, it will be understood that the effect produced is hardly inferior to that exhibited by the streets of Constantinople. "A dog's life" is a phrase which is here most appropriately realised. No comfortable homes are provided for them to enable them to withstand the rigours of the arctic climate, and the poor beast, except when actually at work, has in most cases to "find himself." Long experience, and the instinct transmitted to him by his ancestors, has, however, given him all the resources of an old campaigner. Stumbling at night about the uncertain paths of the settlements, the traveller is not unfrequently precipitated into the huge rabbit-burrows which the animal constructs to avoid the cutting winds. His coat, nearly as thick as that of a bear, is composed of fur rather than hair. As for his manners, they are, like those of the midshipman's savage, almost non-existent. He has thoroughly grasped the fact that self-preservation is the first law of Nature, and does not scruple to act upon it, in its widest meaning, upon every occasion. Wonderfully well-trained, cunning, and enduring, he is at the same time often obstinate and unmanageable to a degree, and is apparently indifferent to the kicks and blows so liberally showered upon him by his master. Excepting in settlements where neighbouring stretches of *tundra* render the use of sledges possible in summer, he has a long holiday during that season. During this time he wanders over the country at will, sometimes returning at night to his burrow, at others being absent for days together. A good hunter and fisherman, he supports himself upon the game and salmon he catches, and it is but rarely that he deserts his master for good. But the inhabitants have to pay a good price for 231 his services. Owing to his rapacity, it is impossible to keep sheep, 136 goats, or any of the smaller domestic animals, and Kamschatka is one of the few countries in the world in which fowls are unknown.[1]

[1] In Petropaulovsky this loss is partially made up for by large quantities of sea-birds' eggs brought from Okhotsk, and the islands at the mouth of Avatcha Bay.

22: Guillemard T-2 (1882) 1886 Kamchadal

122 produce dinners under the most trying circumstances which would not have disgraced the table of an alderman. European servants are, in rough travel, by no means always an unmixed good, and it is pleasant therefore to have to record an instance to the contrary. Nor were we much less fortunate in our two guides. Both were old sable-hunters and good backwoodsmen. Jacof Ivanovitch was a solemn, but good-humoured Siberian Russian, who knew the country well; and Afanasi Waren, in whom there was more than a suspicion of English blood, spoke our language very fairly. The latter was a jovial soul with a merry eye, and if report ran true, a great lady-killer. Under the sobriquet of "Half-nasty" he afterwards became an equally great favourite with our crew. Our complement was made up with three half-breed natives, in charge of the packhorses, in whose favour there is but little to say. Of the misdeeds of one of them, whom, from his partiality for the liquor of the country, we afterwards nicknamed Vodki, I shall have more to say in the sequel. Lazy, untruthful, and apt brutally to ill-treat their horses whenever we were not at hand to interfere, they caused the only trouble we had during the first part of our journey. The inhabitants of the river settlements that we were destined to meet with later were, however, as will be seen, far worse; and in comparison with them, our horseboys came afterwards to be regarded in a far more favourable light than they really deserved.

AFANASI WAREN.

492 The pack-saddles used throughout the country are of an excellent pattern, and owing to the hooks with which they are provided, the necessity for the many lashings which are so in-

22: Guillemard T-2 (1882) 1886 Kamchadal

492 convenient in this kind of travelling is avoided. A thick layer of bearskin was placed over the saddle-cloth, and effectually prevented sore backs. Our personal gear, enclosed in bags made from the skin of the hair-seal, was easily adjusted, but the photographic apparatus and other breakable objects required more care and time, 133 and it was noon before we were fairly off. We bade adieu to our 487 friends, and passed out through the narrow gap at the back of the village towards a small lake of brackish water which hems it in to the north. Here at one time stood the hospital mentioned in Captain Cook's "Voyages," but no trace of the building now remains. Circumventing the lake, we struck off to the north-west and, before long, the track, which had never been very well marked, became obliterated. Our path led through a rough but picturesque country, dotted here and there with stunted birches, and we steered across it for a certain point in the landscape recognised by our guides. By our side trotted one of the most ornamental members of the expedition, whom I have hitherto neglected to introduce—Verglaski, a magnificent bear-dog belonging to Jacof, of an aspect almost as solemn as his master. Our horses had hitherto gone fairly well, but during a short halt that we made to adjust some of the packs a stampede occurred, and in an instant the scene was changed to one of the wildest confusion. Kicking, plunging, colliding against trees, and dashing wildly in all directions, it was not long before the horses succeeded in disembarrassing themselves of their loads, and the ground presented the appearance of having been recently passed by a beaten army in full retreat. The horseboys, more than half drunk, pursued the fugitives, cursing volubly in Russian and Kamschatdale; while we, to whom these little unpleasantnesses of packhorse travel had not even the merit of novelty, lit our pipes resignedly and proceeded to gather up the fragments. It was a full hour ere we were again *en route*. These incidents, "tedious as a twice-told tale," and trying alike to the temper and the baggage, recurred again and again. We progressed, as it were, by a series of stampedes, and our horseboys became almost as erratic in their locomotion as their charges.

[of Petropavlovsk--Analyst]

22: Guillemard T-2 (1882) 1886 Kamchadal

000 who suffer from a plethora of callers in our own country. I commend the suggestion to the more progressive of my readers.

231 492 The inhabitants of the village had already begun to get in and tie up their dogs in anticipation of the coming winter. There were over two hundred of them here, and we had ample opportunity of studying their habits. Most of them are white, with

BALAGAN AND SLEDGE DOGS.

black heads, or entirely of a brown-black, and their general aspect, owing to the sharp muzzle and prick ears, is decidedly wolf-like,—an appearance that one is familiar with from the sketches of North American travellers. The only food they are provided with by their masters is salmon of the hump-backed kind—the Garbusa; but during the summer, as I have already said, they pick up game, eggs, and birds in their wanderings about the country. They are usually inspanned in teams of eight or ten, but where the sledges are heavy or the roads bad, double that number, or even more, are occasionally used. When the snow is hard and even, they will

22: Guillemard T-2 (1882) 1886 Kamchadal

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492 draw a weight of 360 lbs. a distance of five-and-thirty or forty miles with ease in a day's work; and with an unloaded sledge with a single occupant, a pace of eight versts an hour can be kept up for a considerable time. On the road they are given one-third of a fish twice during the day, and a fish and a half at night, which they wash down with a few gulps of snow. The dogs are castrated when puppies, and have their tails cut at the end of the first year. Each has a name, which he answers to when he is driven in the sledge just in the same way as a Cape ox in a waggon team, for no whips are used. If chastisement be necessary, the driver throws his stick at the delinquent, or pounds the unfortunate creature with any stone that comes handy. There are many ways of tethering these animals, all having in view the one object of keeping them apart, as, excepting upon the road, they seize every opportunity of fighting. One method—the one that obtrudes itself most upon the traveller's notice—is by making a large tripod of poles, and tying a dog at the bottom of each; and in many villages, owing to the large number of dogs which have to be kept, these tripods form a characteristic feature.

000 We had many reasons to induce us to take a couple of days' rest at Gunal. Louis was suffering from a chill consequent on the wetting of the previous day; one of us had a slight touch of fever caught some years before in Africa; and at the camp kitchen Cook sat a prisoner as a surgical patient, imperturbably smoking cigarettes and picking up Russian from Afanasi. A slight injury to the ankle, combined with mosquito bites and many hours of riding, had produced an inflamed leg,—a rather awkward accident at this juncture, as we wished to press on as rapidly as we could. In addition, the camp gear needed drying after Vodki's exploit, and as there were said to be plenty of bear in the neighbourhood, we settled to remain.

The following day was gloriously hot, and before long the camp presented the appearance of a washerwoman's drying-ground. The sun heat was, indeed, so great that we gladly took refuge in

" Among the animals of Kamchatka there is none with which the traveller becomes more familiar than the dog, which is found wild on the hills. The color is usually buff or silver-grey, and in nature and disposition he resembles the mastiff and the wolf, [637] sleeping, like the latter, more by day than by night. He is intelligent as regards his work, but not affectionate, as may be said of the steppe dogs, and has to be ruled by the rod. It is not usually safe to leave these dogs loose, for they kill fowls, deer, smaller dogs, and sometimes even children. (1) As on the Amur, they are usually fed on fish,

1. They love sledging, and upon a journey of four or five days will work from 14 to 16 hours out of the 24 without tasting food, the idea of their masters being that, when travelling, the less food the dogs receive, short of starvation, the better. The travelling sledge weighs about 25 lbs. (a freight sledge is heavier), and a good team will travel from 40 to 60 miles a day. When running, they must be paired with dogs known to each other from puppies; and, should they happen to cross the scent of a deer, so fond are they of its flesh that they sometimes become utterly unmanageable, upset the sledge (or nartee, as it is called), and leave the driver, it may be, to perish in the snow.

particulary the salmon, besides which there are caught in Kamchatka, or off its coasts,

the cod, herring, smelt as also whales, walruses, and seals. The country abounds with geese, ducks, and a variety of wild fowl."

28: Sarytschew--63-64 T-1 (1789-90) 1806 Kamchadal-1-2
116, 231, 492, 493

"On the approach of winter, the inhabitants are busied with putting their sledges in order, and tying up their dogs, to fit them for drawing, as they are in fine weather allowed to run loose. Sledges and dogs are in general use here, both for travelling and conveyance. ...

The sledges here differ very considerably from those of Ochotsk, being shorter, smaller, lighter, and much higher. They will scarcely hold two, and are very unsteady on account of their monstrous height. In descending any hill, the utmost care and dexterity is requisite, to keep the feet and the oschtol in the proper direction; for the smallest oversight of this kind may cost a person his life, as has been the case with even experienced drivers, who have been dashed to pieces against the trees lying in the way.

The management of the dogs is no less difficult and dangerous here than at Ochotsk; for they are equally apt to become ungovernable on the scent of any animal. In order to stop them, they drive the oschtol between the front sledge of the conveyance as far into the snow as possible, and always keep the two fore dogs in a tight rein, that none may be able to run away. When the declivity of any mountain is unusually steep and dangerous, they bind birch-twigs round the bottom of the sledge, to impede its course. The cry of ko ko ko stops the dogs; aach aach drives them on; chna chna chna, turns them to the right; and uga uga uga, to the left. Hunters to not make use of these words, for fear of frightening their game, but strike gently with the oschtol on the right side of the sledge, when they should turn to the right, and bend them down to the snow to the left, when they

should go to the left. Besides the danger in this mode of travelling, it is attended with many inconveniences. You must never let your dogs go loose. If ever you are overturned, you must rather be dragged along in the snow than leave your hold, for it is a great disgrace to lose your [64] dogs, and be obliged to wade through the snow on foot; not to mention that the dogs very often entangle themselves in their harness, in which case, the driver must take off his gloves in the cold to put them to rights, and is often in danger of being soiled with their dung. The worst trick you can play a driver, is to cast a piece of jukol among his dogs, who fight for it until they are thrown into the utmost confusion. If he be in company with others, he is thus prevented from keeping up with them, and exposed to all the inconveniencies of going behind; the principal of which is, that the dung of the other dogs is continually freezing on his sledge, and requires him every moment to clear it away with his knife. When you get to a public-house, you are not free from your dogs. The instant they are unharnessed, they must be tied to a post. Nor can they be immediately fed, for they must wait until the sweat is dried off. A whole or half a jukol is then given them, but the master must stand by to see that every dog gets his part, and also to drive away the crows, which are not very shy in this country. They will collect in great quantities round the dogs if not thus guarded, and snap up all their allowance."

/487 cont./
oppression of Japanese domination weighing down upon them and paralyzing the general life of the people.

It is known from the detailed descriptions by Steller (2) and

2. Beschr. von dem Lande Kamtschatka /Description of the Country of Kamchatka/, pp. 132 ff, 370 ff.

Krascheninnikof that the Italmen on Kamchatka since time immemorial have used dogs for traveling, for which they selected and trained the largest and strongest of them and built sleds of a peculiar form and construction. Like the Gilyak sleds, the Kamchadal sleds, too, were characterized by their extreme lightness, flexibility, and durability; /488/ but whereas the former are shallow and low, the latter had a relatively high-placed and deep sled-basket, on which the dog-driver usually sat side ways and only at times astride. Later the Russians in Kamchatka adopted this type of sled and have them even today (1). Besides them,

1. Several sleds of this type brought from Kamchatka in the previous century have been preserved in the Anthropological-ethnographic Museum of the Academy.

however, they were also, even in Steller's time, and especially for the transportation of heavier loads, using the above-mentioned long and broad-soled dog-sleds or narten (2) such as are also

2. Steller (op. cit., p. 370) calls them "narden."

customary elsewhere in Siberia. They may therefore have already been familiar with them before their arrival in Kamchatka. There is no reason to assume with Matjuschkin (3) that the Russians first

3. Vrangel', Putesh. po siev. ber. Sibiri i po Ledov. moriu, Part II, p. 110, footnote *.